

# PASSENGER DESCRIBES THE THRILLING SCENES ON THE REPUBLIC

## Men and Women Scantily Clad Rush From State Rooms at Impact—Discipline of Crew Is Perfect and Panic Averted—Transfer of 1600 People to Baltic Nearly Results in Riot of 500 Italians

New York, Jan. 25.—The dramatic sea story of the wrecking of the White Star liner Republic by the steamer Florida of the Lloyd-Italian line, in which six lives were lost and four people injured, came to a close today when the big steamship Baltic, of the White Star line, came into port bearing on board more than 1,000 passengers of the Republic and the crippled Florida. Stories told by the Republic's passengers show that the transfer of passengers from the Florida to the Baltic in the dark hours of Sunday night came perilously near resulting in a riot of the 500 Italian passengers who believed that their vessel was in imminent danger of sinking. Only the efforts of the officers aided by several of the Republic's passengers quieted the frightened men, who sought to be the first to board the ship.

The officers of the Baltic report the deaths of Mrs. Eugene Lynch of Boston and W. J. Mooney of Langdon, N. D., together with four negro sailors whose names are not known. The bodies of Mrs. Lynch and Mr. Mooney were placed in sealed caskets which were taken aboard the Republic off Nantucket.

It developed late this afternoon from further information of the collision, that Serafino Remolo, a quartermaster on the Florida, was ordered by the captain to take the Florida to the collision point. The captain, instead of putting the wheel to starboard, instead he put the wheel to port and the Florida rammed the Republic.

According to the same account, the captain of the Florida picked up an iron spike and dealt Remolo a blow over the head at the moment of the impact. The quartermaster, badly hurt, is said to maintain that he was asleep in his bunk at the time of the accident.

New York, Jan. 25.—As the steamer Republic came into port today, passengers from the Republic and Florida, anchored three miles east of the Ambrose channel early today, an Associated Press tug ran alongside and succeeded in opening communication with H. J. Hoyer, of Spokane, Washington, one of the Republic's passengers. Mr. Hoyer and wife planned an extended automobile trip abroad and were outward bound on the Republic when she was rammed by the Florida Saturday morning.

Through the megaphone Mr. Hoyer described the transfer of the passengers from the Republic and later from the Florida to the Baltic. The transfer of men and women from the Republic lasted twelve hours, beginning at 8 o'clock on Saturday night and ending at 8 o'clock yesterday morning. During the night, the searchlights of the Baltic illuminated the sea, making a weird picture as boatsload after boatsload were safely gotten on board the Baltic. Two of the Republic's passengers tumbled into the sea while being placed in a boat, but were promptly rescued.

Mr. Hoyer said that the injury to the Republic was about midships of the port side just forward of the center hatch.

State rooms 34 and 38 were stove in by the bow of the Florida, which withdrew from the gap in the Republic's hull and vanished in the mist, leaving one of her anchors in the wreckage of the demolished stateroom of the Republic. The impact and withdrawal were so swift that no one aboard the Republic had a chance to identify the steamer. In half an hour, however, summoned by the distress blasts of the Republic, the Florida picked her way through the murk and came alongside. Captain Seably had his own boats lowered, and in these, and those of the Republic, the passengers of the Republic were put aboard the Florida. The operation took two hours in a placid sea. Among the wounded who were put on the Italian liner, was Eugene Lynch, whose wife had been killed in their stateroom on the Republic. Mr. Lynch's leg was broken in three places and he was otherwise injured. As it was considered unsafe to transfer him to the Baltic, he was left in charge of the Florida's surgeon.

Mr. Hoyer said there was very little panic aboard the Republic, although many came on deck in their night clothes, and that the discipline of the crew was perfect. The collision, he said, occurred between the two ships at 8 o'clock on Saturday morning, when everyone was in bed. A great many passengers were thrown from their bunks by the crash, and many rushed wildly on deck in their bare feet. With the turn of the Florida, the transfer of passengers began. Carrying out the rigid rule of the sea, the women were placed in the boats first, and in two hours all were safely on board the Florida. That ship was terribly crowded, however, and at the conference between the captains of the Florida and the Republic, it was decided that another transfer of passengers was necessary.

According to this second hazardous undertaking was begun. While the sea had been smooth during the transfer of passengers from the Republic to the Florida, the waters were now rough and the operation was neces-

ment of the referee board of consulting experts, of which Dr. Ira Remsen, president of the Johns Hopkins university, is chairman. This conclusion which has been approved by Secretary Wilson, reversed the finding of Dr. H. W. Wiley, chief of the bureau of chemistry.

SIXTY MEN ENDANGER LIVES TO SECURE SNOWSLIDE VICTIMS.

Ouray, Colo., Jan. 25.—Working in constant danger of their lives from snowslides sixty men are excavating Mount Sneffels canyon where the bodies of three of the victims of the snowslide of Friday are buried. The snow in the canyon is 150 feet deep in places, and it may be necessary to remove the larger portion of this before the bodies are found. Those who have studied the slides, especially that known as the Waterhole, predict that another slide will take place within a few hours.

# WILDEST STORM RAGES

## Telephone Wires Down, Lives in Danger at Telluride—Trains Stalled

Telluride, Colo., Jan. 25.—Today showed the wildest period of the storm which has raged here for four days. The telephone wires are down, the streets are almost impassable. Falling trees and snowslides endanger the lives of those who are foolishly enough to venture out. Trains are stalled from twelve hours to three days late and traffic is at a standstill. The train which left here for Durango on January 22, is stalled at Ophir and the officials of the road are unable to state when it will be able to proceed. It will be three days before rescue parties can be sent out to search for those lost in the snow. The towns below Telluride are completely cut off and no estimate of the damage done by the storm can be obtained.

# BARBERS DO NOT WANT TIPPING ABOLISHED

Chicago, Jan. 25.—Barbers are up in arms. The tipping system is threatened. It has been discovered that it lowers the self-respect of a barber to accept a tip. Some of the union officers want to abolish the practice on that account.

The rank and file, however, would rather take chances on its self-respect than have its income lowered.

P. A. Holser, international organizer of the union, favors abolition of the tip. It adds greatly, he says, to the number of self-shavers. He does not believe in home industry in that direction. The agitation is to be kept up, he declares, until barbers are given wages sufficient to support themselves without having to accept charity.

# SAYS HE IS SON OF BRITISH PEER

YOUNG MAN, ARRESTED FOR FORGERY, DISCLOSES IDENTITY.

Claims to Have Written Several Books and Attributes His Downfall to Dissipation.

Mexico, Mo., Jan. 25.—Asserting that he is the oldest son of John Campbell Gordon, Earl of Aberdeen, a British peer, a prisoner in the Audrain county jail, who has been under arrest for over a week, for an alleged forgery, last night made his first statement to the police. When arrested, the man gave his name as L. F. Leland and said he lived in Wyoming. He is charged with forging a check for \$150 upon a local merchant. In his statement Gordon says:

"My father is John Campbell Gordon, seventh Earl of Aberdeen. He is 64 years of age and I am 30. I left home eighteen years ago and came to this country on account of differences in England. I have been in the west for several years and have gone under the name of Lyle F. Leland. I have written several books under that name."

Gordon attributes his present condition to dissipation. He possesses an excellent education and is undoubtedly English.

# ACCIDENTALLY SHOTS AND KILLS HIMSELF

Albuquerque, N. M., Jan. 25.—Charles Q. Goodman, 32 years of age, was accidentally shot and killed by Harry Benjamin yesterday afternoon while the two were hunting quail along the Rio Grande. The men had started a bunch of quail, had killed several of them, and were following them up when Benjamin stumbled and fell with a cocked shotgun in his hand. His finger was on the trigger and the shot was discharged, the full force entering Goodman's stomach.

# WOMAN'S CALL "MEYER" CAUSES PANIC IN THEATER.

New York, Jan. 25.—A woman's call for "Meyer, Meyer, Meyer" to a boy whose attention she wished to attract, sounded like "fire, fire," to scores of people in the Star theater in Lexington avenue yesterday and soon nearly all the 2,500 persons who were witnessing a moving picture show took up the cry and rushed for the exits. The police quieted the crowd and no one was injured.

# BENZOATE OF SODA IS NOT INJURIOUS TO HEALTH

Washington, Jan. 25.—That benzoate of soda used as food preservative is not injurious to health is the judg-

# MAINE IN HAVANA HARBOR

## Wreckage of the Ship Reflects on This Government

Washington, D. C., Jan. 25.—Governor Magoon of the provisional government of Cuba, in his annual report to the secretary of war, made public today, brings to his attention the wreck of the United States battleship Maine in Havana harbor and recommends that the government take immediate steps to accomplish its removal without further delay. He says:

"The wreck of the Maine continues to lie in the mud and waters of Havana harbor. The sunken battleship is a serious menace to the shipping of the harbor as it occupies a portion of the best anchorage. The obstruction has increased annually during the past ten years by causing a shoal. The moderate tides prevailing in the harbor are hardly sufficient to prevent a gradual filling up and this shoal seriously interferes with the action of the tides and, therefore, the entire harbor is rapidly filling. It will be necessary, in a short time, to begin dredging in order to provide proper anchorage for the large amount of shipping now entering the harbor unless the wreck is removed. The anchorage is also restricted by the wreck and the shoal, for ships are obliged to anchor at sufficient distance to prevent grounding in case they strain on their cables."

"Even more important than this obstruction to navigation is the fact that this wreck, although it contains the bodies of sixty-three American seamen, or what is left of them, is apparently abandoned and forgotten by the government and the people of the United States. Thousands of Americans and other thousands of other nationalities annually enter the harbor of Havana and probably not one omits to express regret and censure for the deplorable spectacle. It has become a national reproach and an international scandal. The neglect to remove the wreck is attributed by many, especially the large Spanish contingent in Cuba, the fear that its removal will disclose the fallacy of the popular belief that the Maine was destroyed by a torpedo or mine instead of an interior explosion; so far does this opinion prevail that I believe the Cuban government was deterred thereby from dealing with the wreck as an obstruction to navigation of its coastal waters and destroying it; however, it should be added that the Cuban authorities were also restrained by a belief that the United States would some time desire and attempt to remove it, not on account of the injury to the harbor facilities, but also because of the prompting of patriotism and sentiment."

"The correspondence on file in the department of state and the navy department at Washington shows that a belief prevails in those departments that it is necessary to secure, by a treaty or otherwise, the consent of the republic of Cuba to the authorities of the United States entering the harbor of Havana and proceeding with the work of removal; this permission, if necessary, can be easily secured and the Cuban government would gladly afford every assistance in its power to accomplish the desired result, not on account of the injury to the harbor facilities, but also because of the prompting of patriotism and sentiment."

"I earnestly recommend that the United States government take immediate steps to accomplish the removal without further delay."

# ARMAMENTS OF JAPAN MAY BE REDUCED

PROMINENT STATESMEN FAVOR THIS PLAN.

Leading Japanese Papers Say Cordial Relations Between America and Japan Cannot Be Affected.

Tokio, Jan. 25.—Marquis Katsura, the premier; Count Juro Komura, the minister of foreign affairs, and Viscount Terauchi, the minister of war, made brief speeches today before the diet in answer to the reduction in armaments and foreign policy questions that have been propounded to various members of the cabinet. All of the speeches, which were practically of the same tenor, said that Japan's relations with the powers of the world were so improved that the proposed reductions were fully warranted. Premier Katsura said that in such matters the Japanese government would always be guided by world conditions, coupled with the economic condition of the country.

The leading newspapers in comment editorially on the California situation, say that the Japanese people must not forget that the unfriendliness towards Japan in America ex-

# WIRELESS SAVED SHIP

## Without It, Passengers Would Have Gone Down With Republic

New York, Jan. 25.—Wireless telegraphy only a few years ago looked upon with skepticism so far as practical results were concerned, and classes by the laymen as a weird something whose details of humanity were vague and erratic, has shown by the important part it played in the drama of the Atlantic ocean on Saturday, that no great vessel should leave port unequipped with apparatus such as rendered invaluable service to the White Star liner Republic. With the 1,650 passengers taken safely from the Republic and the Lloyd-Italian liner Florida which rammed her, due in this port today, and the captain and crew of the Republic successfully taken from the vessel just before she sank last night, those who have followed the details of the wreck pause to think what might have happened had not the flashes from the stricken liner's instruments summoned other vessels to her aid. Never before in the history of maritime disaster has the wireless telegraph been used to better effect, and it is predicted, that the steamship companies will not be slow to take advantage of the object lesson with the installment of instruments on all ships not heretofore provided.

Some seamen there are who even go so far to say that had the Florida been provided with wireless that the collision would never have happened, for that, despite the fog, the vessels would have been able to locate each other. This, however, is a matter of conjecture which will be threshed out when an official investigation of the wreck is made.

Men interested in ships and disasters which befall them are also discussing the watertight bulk head, brought out particularly prominent by the length of time which the Republic remained afloat notwithstanding that she was sorely crippled. Edward A. Stevens, an authority on naval architecture, on which subject he lectures before the Stevens institute at Hoboken, N. J., satirically few years ago a ship of the class in her day corresponding to the Republic would not have floated five minutes and if fifty of her company had been saved, the crew would have done well. The Ville de Paris, about thirty-five years ago, was hit by a sailing vessel under much the same conditions in a calm sea at night and probably a much lighter blow than the Republic received. On the Ville de Paris there was a frightful loss of life—on the Republic next to none.

Until more detailed reports are at hand as to the extent of the injury to the Republic, it is, of course, impossible to pass on a question of whether the loss of the ship would be due to any inadequacy in the design of her watertight subdivisions or any defect in their construction or in the operation of the watertight doors. The latter seemed to have been promptly closed and to have made it possible to keep the ship afloat long enough to save all hands.

"Any serious collision 25 or 30 years ago meant the immediate foundering of a vessel. I can recall the cases of the Westphalia and the Elbe both of which went down within a few minutes after being hit."

"Even if the advance in the design and construction of this portion of a vessel had only resulted in keeping a ship afloat a few hours after a collision it has accomplished a great result, especially when the ability to summon help by wireless has been added to the other safeguards of life afloat. That this efficiency in the internal subdivision of a ship really exists, can best be shown by the results of the torpedo attacks in the late Russian-Japanese war. The injury of a torpedo is of the same nature as from a collision. But still the Russians were able to repair them sufficiently to get them again in line of battle."

# DENOUNCED "CHILD LABOR" FROM PULPITS

MINISTERS CONDEMN IT AS INHUMAN AND CRIMINAL.

It Lowers the Moral Standard and Constitutes a High Crime Against God and Man.

Chicago, Jan. 25.—Child labor was the theme of sermons in several Chicago pulpits yesterday. In every instance it was denounced as inhuman and criminal.

"The whole trend of child labor is in the direction of the lowest moral standards," said the very Rev. Dean Walter T. Sumner (Episcopal). "Some day society must pay the bitter price for the wrongs that it is inflicting upon the helpless child."

"If we realize our responsibility, there will be no employment of children under 18 years of age. Our country does not need child labor to bring it prosperity."

The Rev. M. P. Boynton (Baptist) said:

"To put labor in children is a high crime against God and man. He who stands for the employment of children is a criminal and inhuman monster."

The Rev. Henry Forsythe (Congregational) said:

"Physical incapacity, mental blight, moral ruin endanger millions of our children. The sentimental shielder of the child, the minister of religion, will not solve the problem. An intelligent scrutiny of the causes will reveal the economic, civic and industrial insanity of this modern slaughter."

# CORNERSTONE OF CATHEDRAL OF ST. JOHN IN DENVER LAID

Denver, Jan. 25.—In the presence of hundreds of parishioners and large number of clergy of Denver and other cities, the cornerstone of the Cathedral of St. John the Evangelist, a was laid yesterday. Bishop C. S. Olmstead, of the Colorado division of the Episcopal church, had charge of the ceremonies.

The new cathedral when completed will cost \$500,000.

# STEAMER TOWED INTO SAN FRANCISCO HARBOR

San Francisco, Jan. 25.—The steamer Kallap, from Portland, Ore., arrived at this port last night and anchored opposite the life saving station. This morning she signalled for a tug which towed her into the harbor. Her engines had become disabled during the heavy weather encountered during her trip from the north.

Refuse to Quit.

His satanic majesty is like a political officeholder; he gets a lot of abuse, but he never thinks of resigning his job.

# EARL OF LEICESTER DIES AT HIS ANCESTRAL HOME

London, Jan. 25.—The Earl of Leicester died at his ancestral home, Holkham, Wells, Norfolk, yesterday.

Thomas W. Coke, the second earl of Leicester, was the patriarch of the English peerage, having been born in 1822.

The Earl of Leicester was Lord Lieutenant of Norfolk from 1846 to 1906, and keeper of the privy seal and member of the council for the Duchy of Cornwall from 1870 to 1901. He was the owner of about 50,000 acres and his eldest son and heir, who will succeed to the earldom and to the famous Holkham estate, is Viscount Coke.

# CLOSING QUOTATIONS OF WORLD'S MARKETS

## OPENING DEALINGS IN STOCKS ON SMALL SCALE

New York, Jan. 25.—Only slight changes from Saturday's prices resulted from the opening dealings in stocks today which were on a small scale. Gains were in the majority, but there were enough losses to make the tone irregular.

The tone became heavy when New York Central reacted a point and Erie lost its advance. National Biscuit and American Tobacco fell. Prices stiffened again when St. Paul, Southern Pacific preferred and Rock Island preferred advanced a point and North American 1/2.

Bonds were irregular.

**NEW YORK STOCKS.**

Amalgamated Copper, 79.  
American Car and Foundry, 49 1/4.  
American Locomotive, 57 1/4.  
American Smelting, 85 1/4.  
American Sugar, 102 1/4.  
American Steel Refining, 133.  
Anaconda Mining Co., 47.  
Atchafalpa, 101 1/2.  
Atchafalpa and Ohio, 112.  
Brooklyn Rapid Transit, 70 1/4.  
Canadian Pacific, 174 1/4.  
Chesapeake and Ohio, 62 5/8.  
Chicago Northwestern, 178.  
Chicago, Mil. and St. Paul, 150 3/8.  
Colorado Fuel and Iron, 41 1/8.  
Colorado and Southern, 66 1/2.  
Denver and Hudson, 177 1/4.  
Denver and Rio Grande, 35 1/2.  
Denver and Rio Grande, 79 3/4.  
Erie Railway, 30 3/8.  
Great Northern, 143 7/8.  
Great Northern Ore. Cfs., 72 7/8.  
Illinois Central, 145 3/4.  
New York Central, 130.  
Rock Island, 18 1/2.  
Rock Island, 24 3/4.  
Rock Island Co., 62 1/4.  
Southern Pacific, 120 1/4.  
Southern Pacific, 26 1/8.  
Union Pacific, 179 1/4.  
United States Steel, 54.  
United States Steel, 114 1/8.  
Western Union, 18 1/2.  
Western Union, 69 1/2.  
Standard Oil company, 650.

**Chicago Livestock.**

Chicago, Jan. 25.—Cattle—Receipts estimated 17,000; market 10 to 154 higher. Beef steers \$10.00-10.50; Texan \$10.00-10.50; westerns \$10.00-10.50; stockers and feeders \$9.50-10.00; cows and heifers \$8.50-9.00; calves \$5.50-6.00.

Hogs—Receipts, estimated 8,000; market 10 cents higher. Light \$5.65-5.75; mixed \$5.55-5.65; heavy \$5.50-5.60; rough \$5.00-5.10; good to choice heavy \$5.00-5.10; pigs \$4.60-4.70.

Sheep—Receipts, estimated 14,000; market 10 to 15 cents higher. Native \$3.35-3.50; western \$3.25-3.50; yearlings \$5.00-5.10; lambs, native, \$5.00-5.10; western \$5.00-5.10.

**Kansas City Livestock.**

Kansas City, Jan. 25.—Cattle—Receipts, 11,000; market 10 cents higher. Native steers \$10.00-10.50; native cows and heifers \$9.50-10.00; stockers and feeders \$9.00-9.50; bulls \$8.00-8.50; calves \$5.00-5.50; western cows \$4.00-4.50; western cows \$4.00-4.50.

Hogs—Receipts, 10,000; market 10 cents higher. Bulk of sales \$5.00-5.10; heavy \$5.00-5.10; packers and butchers \$5.00-5.10; light \$5.00-5.10; pigs \$4.60-4.70.

Sheep—Receipts, 8,000; market 10 to 15 cents higher. Muttons \$5.00-5.10; lambs \$5.00-5.10; range wethers \$5.00-5.10; fed ewes \$3.00-3.25.

**Chicago Closes.**

Chicago, Jan. 25.—Close: Wheat—May \$1.07; July 1.43-1.48; Sept. 94 1/4; Dec. 95.

Corn—Jan. 58 1/4; May 62 1/2-63; Sept. 62 1/4; Dec. 63 1/4.

Pork—Jan. \$17.45; May \$17.12-1.25; July \$17.20.

Lard—Jan. \$9.60; May \$9.72-1.25; July \$9.82-1.25.

Lard—Jan. \$9.60; May \$9.72-1.25; July \$9.82-1.25.

Ribs—Jan. \$8.80; May \$8.95; July \$9.07-1.25.

**Sugar and Coffee.**

New York, Jan. 25.—Sugar, raw—Steady; fair refining \$3.28; centrifugal (est.) \$3.75; molasses sugar \$2.98; refined, steady; crushed \$5.35; powdered \$4.75; granulated \$4.65.

COFFEE—Steady; No. 7 Rio 7 3/8-7 1/2; No. 4 Santos 8 3/8.

**Wool.**

St. Louis, Jan. 25.—Wool, medium; 17 a21; territory and Western medium 17 a21; fine medium 15a17; fine 12a14.

**Metal Market.**

New York, Jan. 25.—Lead, dull, \$4.15a20; copper, nominal, 14a14 1/2; silver 52.

**GOSPEL OF BODY SHOULD BE TAUGHT IN CHURCH**

Chicago, Jan. 25.—"The gospel of the body should be taught in the church as well as the gospel of the soul."

From in this belief—the outcome of numerous alleged successful cases of mental healing—Dr. Sheldo Leavitt took charge as teacher of "The League of Right Livings," organized by Rev. Johnston of the mind over ill of the body is a thing already determined," Dr. Leavitt declared. "By confidence, by the sheer force of our will, we can overcome many afflictions, and the culture of this strength is a fit subject to be included in the duties of the church."

"And I am positive that, as more and more we prove the supremacy of a prepared mind, the church universally will assume the work."